

AMENDMENTS TO THE SPECIFICATION

Please amend the Specification as follows:

On page 2 of the specification, please replace the paragraph beginning at line 10 with the following:

According to the present invention, a wall mounted domestic combined heat and power appliance comprises a prime mover to generate electrical power and heat output, a housing containing the prime mover and at least one bracket at each side of the housing to mount the housing to a wall, each bracket comprising a main body which is elongate in a vertical direction and has an L-shape section, each extremity of the L-shape cross section having an enlarged portion, a first of which provides a spacer between the main body and the housing, and a second of which provides a spacer between the main body and the wall.

On page 4 of the specification, please replace the paragraph beginning at line 30 with the following:

The engine is mounted within a housing 1 on a frame (not shown) on a plurality of low stiffness springs (not shown) is as disclosed in GB 0203016.1. This reduces the level of vertical vibration to a manageable level. However, the seal between the burner and the engine head is relatively stiff, and tends to transmit vibrations in the horizontal plane from the engine head to the burner assembly and hence to the unit housing.

On page 5 of the specification, please replace the paragraph beginning at line 3 with the following:

As shown in FIG. 1, the engine as is required to have a number of connections with the outside world. Wall mounts 2 are provided to mount the engine and this will be described in greater detail with reference to FIGS. 2 and 3. The Stirling engine burner requires a combustible fuel inlet 3 and air intake 4. An exhaust gas outlet 5 is also required to transmit the exhaust gas from the burner. In practice, the air intake 4 and the exhaust gas outlet 5 will be concentric to pre-heat incoming air.

On page 7 of the specification, please replace the paragraph beginning at line 13 with the following:

As will be appreciated from FIGS. 2 and 3, the brackets 2 provide adequate stiffness in the vertical direction allowing the vertical load of the Stirling engine and absorber mass to be adequately supported. However, as will be apparent from FIG. 3, any vibrations in the horizontal plane are accommodated by the flexibility of the brackets 2, as well as the clearances which are provided between the sides 20 and 21 of the brackets and the housing 1 and wall 2 W respectively by the enlarged portions 22 and 23.